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Power Sliding Door Won't Open with VSA Indicator On

NOTE: This article applies to '05–06 Odyssey EXs, EX-Ls, and Touring models.

Working on a vehicle that's in your shop because the power sliding door won't work while the VSA indicator is on? Keep this in mind: You've got to troubleshoot and fix the VSA problem first; the power sliding door might not even be the problem. Here's why.

When you turn the ignition switch to ON (II) and press and release the bottom of the power sliding door switch with the main switch on, the power sliding door control unit requests wheel speed info from the VSA control unit and vehicle speed info from the PCM.

This info gets transmitted through F-CAN between the VSA control unit, the PCM, and the gauge control module. The gauge control module then translates this info to B-CAN and sends it to the power sliding door control unit. If the vehicle speed info isn't available, the control unit blocks the open command and keeps the door from opening.

Driver's Position & Custom Settings Don't Work

NOTE: This article was first posted in the May '05 issue of *ServiceNews*. We're posting it again to fix a text error we found and to give you some fresh info.

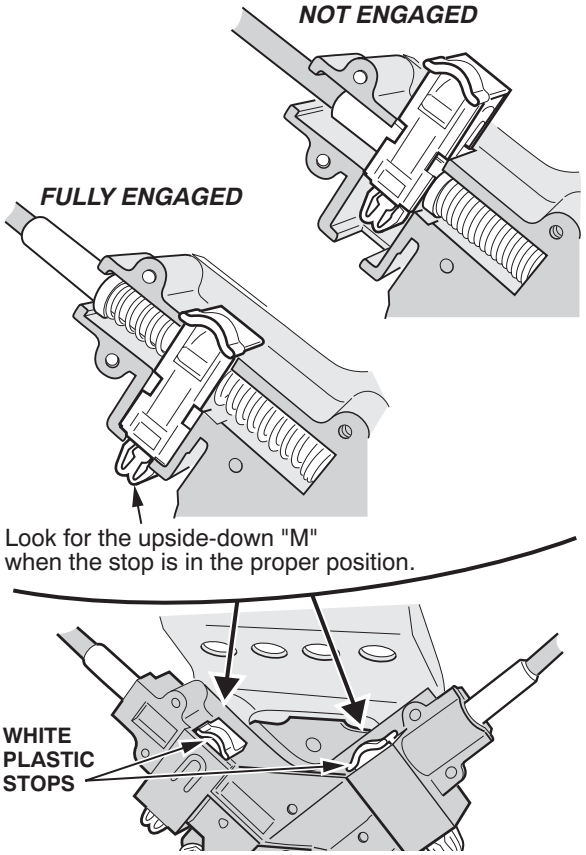
If the keyless remote for a '05–06 Odyssey Touring model isn't recalling your service customer's personalized settings or the seat position memory, make sure the keyless remote is linked. If it's not linked, the driver's position memory system (DPMS) settings and the customized settings won't take effect.

To link and unlink the keyless remote, just press and hold the LOCK and UNLOCK buttons at the same time until the LED blinks. The LED blinks *once* when linked and *twice* when unlinked.

Something else to keep in mind: In order for these settings to kick in, make sure the **MEMORY POSITION LINK** on the MID is set to **ON**. Refer to the appropriate O/M for details on how to set this.

Power Sliding Door Opens, Beeps 3 Times, Then Closes

If the power sliding door on a '05–06 Odyssey opens **6 to 12 inches**, stops, beeps **3 times**, and then closes, make sure the white plastic stops in the power sliding door motor unit are fully engaged. The stops are fully engaged when you can see the clips on the ends of the stops sticking out the opening (they form an upside-down "M"). If the stops aren't fully engaged (you can't see the clips), the door won't open or close like it should.



The stops control the amount of travel for the two tension springs inside the motor unit housing. These springs apply tension to the cables around the drum. New motor units come with both tension springs fully compressed and locked in place with the stops pulled all the way up. This puts slack in the cables around the drum so it's easier to install the motor unit. After installation, these stops must be fully engaged to restore proper tension on the cables. If the tension springs stay locked, the slack in the cables can cause them to jump the tracks on the drum and jam up when opening or closing the door.

So here's the bottom line: To avoid power sliding door problems, make sure the white plastic stops in the motor unit are fully engaged (look for the upside-down "M"s).

Replacing a Battery? *Don't* Disconnect the Cables With the Engine Running

When replacing a battery, many service techs disconnect the battery cables with the engine running to keep the data alive in volatile memory. This practice worked fine back in the day when vehicles were pretty much a box on wheels, but with so many of today's vehicles sporting a impressive array of cool, high tech hardware, it's *not* recommended. Here's why:

- The battery works as a capacitor to prevent sudden swings in voltage. With the battery cables disconnected, the alternator voltage regulator tries to stabilize the system voltage, but it can only do so by turning the alternator on and off.
- When solenoids or relays are turned on and off, they produce a very high voltage spike that travels through the 12-volt system. This voltage spike can fry sensitive solid state components or corrupt the data that's stored in volatile memory for such components as the gauge control module, the radio, and the various control units.

The best way to keep data alive in volatile memory when replacing a battery is to hook up a Honda Computer Memory Saver to the 16P data link connector (DLC). This portable tool works as a secondary 12-volt source. It saves you the hassle of writing down your customer's audio presets, resetting the clock, or even doing the idle learn procedure.

The Honda Computer Memory Saver is indeed a real time saver, but here's a word of caution: *Don't* let the positive battery cable touch any body ground. It will cause a short that will either blow the fuse in the tool or cause a drop in system voltage resulting in the loss of any data that's in volatile memory.

The Honda Computer Memory Saver is available through the Honda Tool and Equipment Program. To order one, just call **888-424-6857**, and ask for EZRMS4000H.

Weak 12-Volt Battery Can Cause IMA DTC P1649

A 12-volt battery that's low on juice in a '03–05 Civic Hybrid can cause IMA DTC P1649 (ABS operation signal circuit problem) to set. Excessive parasitic current draw is the usual suspect for this problem.

If you're troubleshooting a vehicle for this DTC, test the charge level of the 12-volt battery. If the charge level is low, measure the parasitic current draw (see "Measuring Parasitic Current Draw" in the September '02 issue of *ServiceNews* for details).

If the current draw reading is more than **30 mA**, pull the A/C compressor clutch relay, and measure the draw again. If the current draw reading drops to about **30 mA**, replace the relay. If the current draw reading stays above **30 mA** with the relay pulled, you'll need to remove fuses one at a time until the current draw reading drops in order to isolate the current draw to a single circuit. Once you've pinpointed the source, repair the affected circuit or component.

Got SRS DTC B2-84 or B2-11? Replace the SRS Unit

Got a '05 Odyssey in your shop with either SRS DTC B2-84 (internal failure of the rear safing sensor) or DTC B2-11 (no signal from the rear safing sensor)? To fix this problem, replace the SRS unit before replacing the rear safing sensor.

Adhesive Labels or Protective Disc Covers on CDs or DVDs: A *Big* Taboo

NOTE: This article applies to all Honda models with a factory- or dealer-installed CD/DVD player or changer.

We can't emphasize this enough: *Never* put adhesive labels or protective disc covers on recordable CDs or DVDs to be used in automotive CD/DVD players or changers. Here's why:

- Recordable CDs and DVDs are actually thicker than their pre-recorded brethern. Automotive players and changers use rollers to draw the disc into the unit. The added thickness of an adhesive label or a protective disc cover can cause the disc to jam when it's loaded into or ejected from the unit.
- CD/DVD players or changers are exposed to high temperatures inside the vehicle. High temperature can cause the label adhesive to soften. This can cause the label to curl on the edges and even form bubbles. Curled edges can catch on the rollers and bubbles add thickness to the disc. Either one can cause the disc to jam.

To cut down on customer-caused damage, all '05 and later O/Ms include this notice:

NOTICE

Do not use CDs with adhesive labels. The label can curl up and cause the CD to jam in the unit.

Anytime a service customer comes in with a loading or ejecting problem for a CD/DVD player or changer, ask if he or she used any discs with adhesive labels or protective disc covers. If the answer is yes, contact your DPSM for possible goodwill assistance. If the answer is no, then replace the audio unit under normal warranty.

HomeLink: Before You Troubleshoot, Consider This

NOTE: This article applies to HomeLink-equipped '98–06 Accord V6s, '99–06 Odysseys, '03–06 Pilots, and '06 Ridgelines.

Got a service customer complaining he or she can't program HomeLink to work with a garage door or security gate opener? Before you go start troubleshooting HomeLink, here are a some things to consider:

- **Is your customer using the original remote transmitter that came with the opener?** HomeLink can be programmed *only* with the original remote transmitters. And for quick and accurate programming, the remote transmitter should have a fresh battery. If your customer is using an aftermarket universal remote transmitter, the folks at HomeLink say most of these units *aren't* compatible with HomeLink. If your customer runs into any programming problems, he or she can call HomeLink at **800-355-3515** or visit their website at *www.homelink.com*.
- **Was the garage door opener made before April '82?** These openers don't have the safety feature that stops and reverses the motor if an object is detected during closing, increasing the risk of injury. It may not be possible to program HomeLink to work with it.
- **Does the garage door opener use a rolling code?** To program HomeLink to work with these openers, there are specific steps that must be done. If your customer does just the basic programming steps, HomeLink may not work with the opener. These steps are clearly spelled out in the appropriate O/M. Remind your customer to follow them to the letter.

Scratched Truck Bed Paint: How to Deal With It

The black paint on the sheet-molded compound (SMC) truck bed of an '06 Ridgeline scratches easily, exposing the light SMC color underneath. Like exterior paint scratches, truck bed paint scratches *aren't* covered by the New Vehicle Warranty.

If you get a service customer with this problem, there are some options available you can suggest to help him or her deal with it

- **Apply touch-up paint.** Use a paint pen (P/N 08703-NH533AH, H/C 8018046). These pens are available from any Honda dealership. A black felt-tip marker such as a "Sharpie" also works just fine.
- **Dye the truck bed black with products available from retail auto supply stores.** For more coverage, try "Restore Black" from Bondo (P/N 800). This stuff works like shoe polish to give a consistent color and gloss to the bed. It works pretty well but you might need to reapply it every **3 to 6 months** to keep the finish looking good.
- **Apply a do-it-yourself bed coating.** Because of the slippery surface and brittle nature of some of these products, we don't recommend going this route. Also, long-term customer satisfaction can't be assured.
- **Pay a pro to apply a bed coating.** The durability of sprayed-in truck linings such as "Line-X" and "Rhino-liner" are excellent. But the weight of the material on the trunk lid causes the lid to close if it's not in it's fully open position. Because of this, we can't fully recommend these products.

New Software for HDS: Version 2.002.006

During the week of October 24, 2005, all Honda dealerships were sent a new CD containing HDS software version 2.002.006. This new CD sports an aqua label that reads "Honda Diagnostic System Installation Disk (VER 2.002.006), October 2005." Your system administrator should have this software already loaded onto the master server.

Here's some important info on 2.002.006:

- System coverage has been added for '06 Civic Hybrids.
- It fixes an SRS problem with '06 Civic 2-door models.

New Security Added for Accessing Tech Line

To prevent unauthorized use of your DPTS number, we've added a new field to the **Tech Line** display screen you fill out to call Tech Line. You'll now see an **SSN** field below the **DPTS ID** field. Make sure you fill in the last four numbers of your social security number in that field. If you don't, you won't get through to Tech Line.

A word to the wise: *Never* share your DPTS number or social security number with anyone. If either number is used to get a key code for a vehicle, and that vehicle gets stolen, you could wind up being a prime suspect.

Idle Learn Takes a Long Time to Register *Completed*

NOTE: This article applies to '06 Civic 4-door and 2-door models.

If you're looking at the **PGM FI Data List** on the HDS, you may notice that **IDLE LEARN** seems to take its sweet time to register **Completed**. This is due to a software glitch that will get fixed in the near future. There's no need for concern, though; the idle learn process finishes in **5 to 10 minutes** with the engine idling at normal operating temperature with no load.

Heater Blows *Cool* Air When Coming to a Stop or at Idle

Got a '01–05 Civic with a heater that blows warm air while driving but starts blowing *cool* air when coming to a stop or at idle? What's most likely causing this problem is air trapped in the heater core. To fix this problem, you've got to bleed the cooling system (replacing the thermostat won't do the trick). Here's how you do it:

1. Fill the reserve tank with Honda All Season Antifreeze/Coolant Type 2 so the coolant level is between the MIN and MAX marks on the tank.
2. Remove the radiator cap. Make sure the coolant level is up to the base of the filler neck. Add coolant if needed.
3. Loosely install the radiator cap.
4. Set the temperature control knob to maximum.
5. Start the engine, and let it run until it reaches normal operating temperature (the cooling fans cycle twice). Shut off the engine.
6. Remove the radiator cap. Make sure the coolant level is up to the base of the filler neck. Add coolant if needed.
7. Securely install the radiator cap.
8. Start the engine, and check for leaks.

Send Warranty Claims to OEM Tire Dealer, *Not* Honda

Some dealerships are sending their tire warranty claims to Honda Warranty. This shouldn't be done. Tire warranty claims should be sent to the appropriate tire dealer that sells and warranties the brand of tires that originally came with the vehicle. If your dealership is a Tire Rack distributor, send your warranty claims directly to The Tire Rack.

Button Up Failed A/T Core Properly Before Returning

Some reman A/Ts come with a length of clear plastic hose attached to the cooler lines to keep ATF from dribbling out during shipment. If you get a reman A/T with this hose attached, make sure you transfer it to the failed A/T core you're returning.

Also, make sure you transfer any other shipping protectors (torque converter retaining strap, hole plugs, caps, etc.) as well. This ensures the shipping container stays nice and clean and the enclosed paperwork doesn't get soiled.

Include "Core Return Update Acknowledgement" Form

When returning a failed A/T core to the reman center, make sure you include a copy of the Core Return Update Acknowledgement form in the core return envelope. This is clearly stated in step 19 of S/B 98-061, *Automatic Transmission In-Warranty Exchange Program*. If the reman center doesn't get this form with the failed A/T core, they'll delay processing of the A/T until they do.

AUTOMOTIVE Youth Educational Systems YES ®

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